MOTOR RACING
and
ECONOMY CAR NEWS

6th Year - No. 7 - Hollywood, Calif.
(Published bi-weekly except last issue of calendar year)

FEB. 3-10, 1961
25c

IT'S A PANHARD IN MONTE CARLO RALLY

PANHARDS TO FORE—It was a big day for the French Panhard last week in the world's most famous rally, the 30th Monte Carlo, which ended in Monaco. Here's the winning Panhard PL. 17 battling through the snow in the French Alps. Car was driven by French team of Maurice Martin and Robert Bateau. Panhard also was 2nd and 3rd, and a D.B. Panhard was 1st in Class 1 of Category II.

DONORS LISTED FOR BIG MOTORACING AWARDS PARTY FEB. 24

Eric Hauser, chairman for the 3rd annual MOTORACING Awards Presentation for sports car racing and rallying during the 1960 campaign, announces that handsome plaques will be awarded to everyone listed in the final Pacific Coast Standings. Heretofore, trophies were presented only to the top 3 finishers in each class.

The affair will be held Friday evening, 8 pm., Feb. 24, at the Grand Prix restaurant on Beverly Blvd., Los Angeles.

Since jam-packed crowds have turned out in the past, it is suggested that reservations be made for this year's no-host cocktail party. Please phone OL 1-2276 and make your reservations early in order to be assured of a seat.

Donors of plaques are set for practically all classes, and there will be a number of special awards, according to Hauser. Position awards range from 4 to 10 in the main event and Formula Jr. classes. The average is 7 awards per class.

Contestants are urged to check the Jan. 6 issue of MOTORACING, which carried the final complete 1960 Pacific Coast Standings.

Donors participating in awards are Englebert Tires, main event; Competition Motors Distributor, Inc., Hollywood, E modified; Precision Motor Cars, Beverly Hills, F modified; Western Distributors, Inc., for Lotus, No. Hollywood, G modified; Harry Mann Chevrolet, B production; Parkhouse Motors, Inc., C production; Worldwide Import, Inc., D production; Henry S. Perren Imported Cars, E production; D. D. Michelmore Imported Cars, F production; John Rich Motors, G production; Hollywood Sport Cars, H production; Burbank Sports Car Center, I production; Jack McAfee Motors, women under-1600cc; Harry Morrow's Autobooks, Formula Jr.; Marion Weber MG Mitten, driver scoring the most significant victory of 1960; Bill Bowen of MOTORACING Classified Advertising, special award; Rainier Ale, driver having scored the most points for the season.

Donors are needed for H modified and women over-1600cc. An award also is due for the outstanding driver of 1960.

There are also openings for gag awards. Prospective donors are requested to contact Eric Hauser, 252 So. Avenue 50, Los Angeles 42, CL 5-1896.

Rally awards, in charge of Duane Sparks. MOTORACING's rally editor, will go to the top driver and navigator of 4 standings — So. Calif., Calif. State, No. Calif., and Pacific Northwest. Figuring in these awards as donor will be Hal Moody Michelin X Tires.

Nearly 150 large, 4-color plaques will be presented at the MOTORACING affair.

Don't forget the date and place —Friday evening, Feb. 24, at the Grand Prix restaurant.

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It's Definite; Brabham Goes in Cooper at Indy

NEW YORK, Feb. 2 — A European 1960-type Formula I car is entered for the 500-mile race at Indianapolis Speedway next Memorial Day. This will be driven by the current holder of the world's championship for the 2nd successive year, Australian Jack Brabham, who will be sponsored by Jim Kimberly, former national SCCA president of Chicago.

Brabham will drive the same car with which he stunned the motor-racing fraternity last Oct. after trials at the Speedway. In his first attempt, he recorded laps of over 144mph. Only 10 cars were faster in qualifying at last year's race. This car is the 2.5-liter Cooper Climax (holder of the world manufacturers' champion, also for the 2nd year running).

In Nov. it was the regular European circuit car using road-racing tires, and ran on pump fuel. The Cooper Car Co. is making a similar car especially for the event, It will be modified in order to go 500 miles in a counter-clockwise direction only.

The great interest in this entry is the fact that the typical Indianapolis car (virtually all Offenhausers) are of the maximum allowed displacement, 4.2 liters. The Cooper is therefore giving away just under 2 liters! Although at the trials Brabham was as fast as anyone ever recorded through the curves, he lacks the top speed of the Indy cars down the straightaways, and their great acceleration on leaving the turns. The independent suspension on all 4 wheels of the Cooper was frowned on before his Oct. showing, but very much the reverse afterwards.

Two cars have been in fact entered for "reserve" purposes.

Harry Stephens, a veteran crew chief at the Speedway, has come out of retirement to lend his skills to this challenge.

The cars will arrive ready to start practice May 1. Brabham and John Cooper will be virtually commuting across the Atlantic during this month for in-between practice and qualifying attempts; 2 European Grand Prix races have to be run.

Vignettes

By Gus V. Vignolle

- TAX LOSSES?
- PETER MORGAN
- NEW FERRARI

KEEPING IT SHORT — A man just called on the horn and said the LA SCCA announced at a meeting that it was taking over the Cal Club for a tax loss. Three minutes later a wench called and blithely said the Cal Club was taking over the LA SCCA for a tax loss. . . . Talking about the SCCA, the authoritative **Frank Blunk** wrote in the NY Times the other day: "It was nice, in the beginning, to have a select group adhering strictly to the amateur code. It is not a nice thing, in this year of 1961, with an ever-increasing membership, for an organization's activities to be stifled by reactionary and selfish thinking." Maybe something will be done about it at the upcoming national annual meet in NY. Knowing the flaccid SCCA, I personally doubt it!

Rene Pellandini, the local distrib for AC & Morgan cars, is planning a lot of to-do for the arrival on Feb. 17 from England of **Peter H. G. Morgan**, managing director of the

(Continued on Page 3)

JIM HALL
Palm Springs Winner

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BRABHAM SCORES

CHRISTCHURCH, N.Z., Jan. 22—Jack Brabham, driving a Cooper, beat out rival Stirling Moss, who was 2nd, in the 100-mile Lady Wigram Trophy race here today.

PANHARD TAKES MONTE CARLO

Special to MOTORACING
(Photo on Cover Page)

MONTE CARLO, Jan. 27—Just as dominant as was the German Mercedes-Benz last year, so was the French Panhard this year in the world's most famous rally, the 30th Monte Carlo, which ended here in the principality of Monaco last night.

The winning French team was made up of Maurice Martin and Robert Bateau. They drove their Panhard sedan out of Monte Carlo, around central and southern France and back again to Monaco over one of the rally's toughest courses.

Their margin was a narrow one over the German duo of Walter Loffler and Hans-Joachim Walter, also in a Panhard. They started from Stockholm.

In all, 305 cars began the rally from 8 European cities — Athens, Frankfort, Paris, Lisbon, Glasgow, Monte Carlo, Stockholm and Warsaw.

The winning Frenchmen had a 28-point margin over the Germans going into yesterday's final event—a speed trial over a road circuit winding through this tiny Mediterranean principality.

The margin resulted mostly from the penalty leveled against the Germans when their Panhard was bumped by another participating auto during the distance run. The car's trunk was dented.

A British team, Anne Hall and Valerie Domleo, driving a Ford from Paris, won the women's class.

The French team of Jouanneaux-Coquillet, also in a Panhard, finished 3rd. And adding to Panhard's smashing domination of the event, the tandem of Picart-Guilhaudin (DB Panhard) was 1st in class 1 of category II.

The course followed by the winners was approximately 2500 miles.

A Sunbeam Rapier — Peter Harper, Raymond Baxter and Peter Proctor — was the highest-placed British car (for the 4th consecutive year).

One of the finishers was a London taxicab, which withdrew from official competition 3 days ago, but still completed the route. Its driver, Tony Brooks, announced that the meter — turning since Glasgow — showed $380.24.

In an accident following their withdrawal from the rally, Georges Chauvet was killed and his co-driver, Marin Couderc, seriously injured near Montelimar, France. They were riding in a car that left the road and hit a tree as they returned to their homes in southern France.

SF To Follow Nat'l SCCA Rules

SAN FRANCISCO, Feb. 2—Directors of the San Francisco region SCCA have determined, "for the best interests of the sport," not to pursue the region's supplementary competition rules for 1961.

Instead, the region will follow national SCCA rules and regulations. In previous years, the local group has adopted experimental regulations with national's permission. This year, however, SCCA Competition Director John Bishop denied the region's request for supplemental regulations.

The decision to drop the request was made at a recent board meeting.

Corvettes Go At Sebring

SEBRING, Fla., Feb. 2 — Eight big-bore Corvettes have been entered in the 11th annual running of the 12-hr. enduro here Mar. 25.

Dick Thompson, the Washington, D.C. dental terror, and John Fitch, the Lime Rock, Conn. ace, will drive entries of the Yenko Chevrolet Co., Cannonsburg, Pa. Fitch was uninjured but lost a wheel and flipped last year at Sebring.

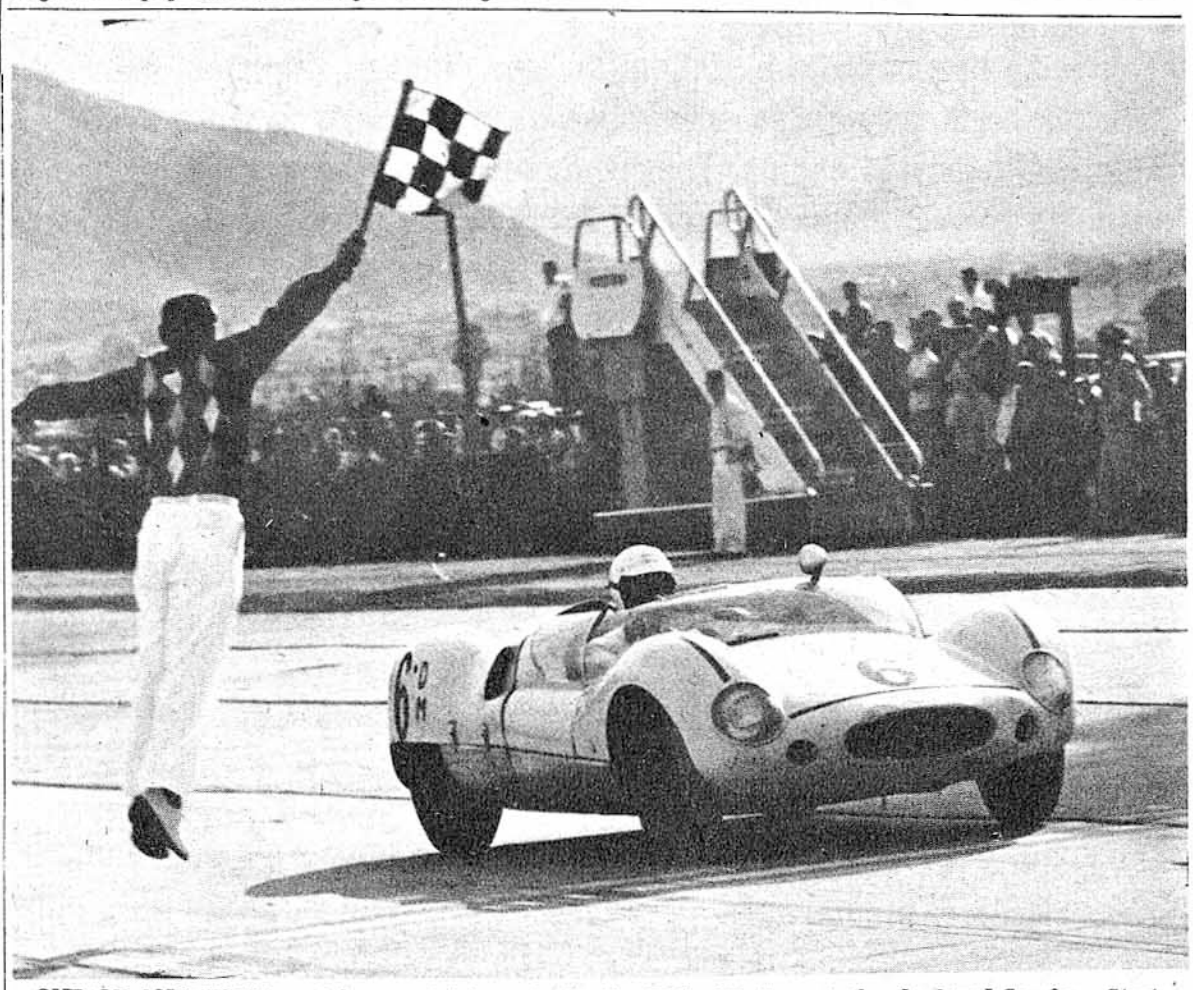
Another of the Corvettes has been entered by Red Vogt, driver and ace mechanic from Daytona Beach, Fla.

This is biggest Corvette onslaught to hit Sebring since 1957 when Chevrolet factory teams were entered en masse. None of this year's entries are officially factory sponsored.

MOSS HOME FIRST

SYDNEY, Australia, Jan. 29—An estimated 60,000 spectators saw Stirling Moss of Great Britain win the international 100-miles event here today by nearly 2 laps. His time was 1hr16m. The race was run under a blazing sun that pushed the temperature to 106.

Australia's Jack Brabham, the world champion, dropped out with engine trouble. Moss drove a Lotus as did 2nd-place Innes Ireland.



ONE OF AMERICA'S most improved drivers, lanky Jim Hall of Dallas gets the checkered flag from Starter Al (The Thin Man) Torres in the feature LA SCCA race at Palm Springs, Jan. 22. The Texan drove a Cooper Monaco to victory. Story on Page 3. (Photo by Lester Nehamkin)

Letters to MOTORACING

Letters Welcome

"In a world in which the carrying power of the individual voice sometimes seems to be growing weaker and more insignificant, the man at his typewriter or with pen in hand can still have his innings."—James F. Fixx, in the SATURDAY REVIEW.

NEWS GOODIES

Many thanks for the copies of MOTORACING. I am pleased to observe that the old snapper-wrapper is continuing along its cantankerous, exasperating, exciting way. Put me down for another year's subscription and send the bill to my wife, Helen, that grand-type business manager.

In answer to your question, no, I haven't been very active in racing circles for about a year and a half, but yes, I am getting back into the swing. Al Cadrobbi is presently trying to get my Porsche into running order and if he's successful, you may observe me creeping about happily at Palm Srings in the production go. **(He was 11th out of 42 finishers, Sat.; 7th overall and 4th in class out of 37 finishers, Sun. Not bad.—Editor)** I haven't raced since my Spyder blew up at San Diego, and it is fair to say that I approach the return to the lists with a mixture of joy and apprehension. Joy for the obvious reasons; apprehension because if I even nick the Porsche (ostensibly belonging to my wife), I'll be booted out of California and possibly the continental United States. So wish me well.

Some news goodies for you. THE RACER (or THE RACERS) was not "created by Tom Tannenbaum" as reportedly recently in MOTORACING. Tannenbaum did suggest the idea of a series about the subject of sports cars, but the series itself was created by John (formerly Ed) Tomerlin and myself. Not the series you'll see, though. We're drawing healthy royalties from each episode, plus percentage, but our entire concept was thrown out. From a colorful independent G.P. and sports car pilot, his personal mechanic, his Special & his women, I understand we've gone to two garage mechanics, their Kustom Kar shop & wild adventures having little or nothing to do with the subject of racing. Tomerlin and I envisaged something equally wild — escapades in Monte Carlo, during, after or before the Monaco G.P., in Africa, Rome, Modena, Berlin, Nurburg, Rheims, etc. — but Hollywood ran true to form. They destroyed something good and replaced it with . . . well, we'll wait and see.

Bill Nolan is now in Palm Springs, finishing up his book about Barney Oldfield, which will be published by Putnam's and printed in condensed form by Argosy. I am at MGM, writing two pictures at the same time, neither of which, unhappily, has anything remotely to do with cars.

A letter to MOTORACING without a beef? Unthinkable. Question: When, oh God, when are the SCCA and Cal Club announcers going to be given glasses and a few courses at Berlitz? Having listened to the commentary at Monaco last year, I am more than ever convinced that the two clubs are indulging in a hideous joke. They **couldn't** be serious! Could they? If so, then obviously they won't change; therefore I think you should print the following translation table, for the benefit of newcomers to the sport.

Mazzaratti ..... Maserati
Alf' Rome-eo Geeolaya Sprinter ....Alfa Romeo Giulletta Sprint
Jaa-gwah ....., Jaguar
Fur-airy ..... Ferrari
Porsh ..... Porsche
Strangle-eeni ..... Stanguellini
Aston-Healey, Aston- Morgan, etc. ..... Aston Martin
Chivvie Caw-vette .... Chevrolet Corvette
Oscar ..... OSCA
Tony September .... Tony Settember
Roger Pinch ..... Roger Penske
Jock Braghum .... Jack Brabham
Joe Bone-ear.....Joakim Bonnier
Morris Triggle-yawn .... Maurice Trintignant
Phil Hill ..... Graham Hill
Graham Hill ....., Phil Hill

And may the Lord help us when the Russians and Japanese enter the game!

CHUCK BEAUMONT
No. Hollywood, Calif.

BIG MEXICO PLANS

. . . The races down here on Jan. 15, in my opinion, were one of the best organized and staged races I have ever had the pleasure to attend. The races were run promptly on the minute they were to be run, plus most of the races were very exciting from a spectator's point of view. Unfortunately my car was involved in a dock strike in London and I did not receive it in time for the race.

. . . The race on the 15th was the 1st step for us in the planning of our Acapulco race. If the race had been a failure, which it certainly was not (at last count 120,000 paid), we would have had a hard road to follow, but now the road has been cleared and our biggest problem of selling the Government on the race is now no problem because now they are all for it, and if we can bring a Formula 1 Championship race to Mexico City they are even more for it. So the road has been opened wide for us now. There are still many problems to overcome naturally but at least the big hurdle has been crossed, and I feel now more than ever that the "dream" race will soon be a reality.

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As soon as the roads in Acapulco have been repaired to meet the racing standards, we shall hold a "local" race to conform with FIA regulations; then, if approved, we shall try for a Formula 1 Championship race sometime around the 15th of October. This is just after the rainy season in Acapulco and at a time which is agreeable with the hotel owners because of the fact at that time things are kind of slow in Acapulco.

. . The week before or the week after the race in Acapulco, we are thinking of staging a race here in Mexico at the Autodrome. By that time the Autodrome will have many changes which would be needed, such as escape roads. There are none at present. Also the thought of having a speed week in Acapulco, such as the one in Nassau. These are just a few of our ideas. As soon as something definite comes up you will be informed. I would like very much to hear your views on some of our ideas, and any suggestions you might have.

MERRILL LOWELL
Mexico, D.F., Mexico

A WRITER WRITES

Mail just came with MOTORACING, and as the orbs snaked over page 3 your "Salute to Beaumont and Nolan" stopped me cold. Read same with broad smile decorating features, and hasten to the typewriter to thank you for the kind words. I know Chuck will also be happy to see your Salute as he toils, even at this moment, for MGM on a new flick for George (THE TIME MACHINE) Pal.

Couple of things I wanted to mention. You spoke of Chuck's early letters in MOTORACING. I, too began my automotive writing in your pages. The first piece of printed material bearing my byline appeared in your Dec. 16, 1955, issue, under the title: IN DEFENSE OF RACING. I was just dipping my big toe into the ocean of sports car racing at that time, having purchased Walt Woron's Austin-Healey 100. (Am now on my third Healey —a Le Mans 100-M model.) Made a second appearance in your pages with IF IT CAN HAPPEN TO ERNIE, May 4, '56 — just three days after I quit my job to become a fulltime writer. Today I look back on over 75 automotive articles and stories plus three books on the subject: OMNIBUS OF SPEED, ADVENTURE ON WHEELS and my latest, THE BARNEY OLDFIELD STORY (due for publication by Putnam's in the fall). Beyond the automotive stuff I have sold another hundred stories and articles to a slew of mags such as PLAYBOY and SPORTS ILLUSTRATED. So I am still freelancing five years later. My next project, now in its beginning stages, is a book on Phil Hill, YANKEE CHAMPION, so am keeping busy. Am also gathering together my fiction for a book of short stories.

All of this to let you know what has been happening since '56, and to thank you for the nice writeup. (Have a profile on Caracciola in last month's **Road and Track** in case you missed it, which I am proud of. Tried to create a more dramatic profile framework in this one, using dialogue in scenes, etc., and think you might dig it.) A compilation of choice Hillesque comments due in the forthcoming GRID under title: PHIL HILL AT THE WHEEL. And so it goes.

Best to the gang at MOTORACING.

WILLIAM F. NOLAN
Hollywood 28, Calif.

RALLY REGION OUT

In reference to the formation of a new region in No. Calif., here's the scoop. Gene Haminond polled a number of rallyists on the formation of a non-racing activities region in No. Calif. and apparently got sufficient interest to prompt him to approach the National Board of Governors. Of course, the San Francisco Regional Board objected to the plan, and it was turned down by the Governors. Most of Hammond's support seemed to come from non-SCCA members, who thought it would be nice to be a part of the SCCA rally picture.

You will note on our new schedule of events that we have one National rally and three autocrosses, as well as a hillclimb, scheduled in a sincere effort to round out our program.

Incidentally, Al Freudenberg was appointed our rally chairman recenlty and has requested that the Golden West National Rally be changed from May to the second weekend of September. Al, who lives in Vallejo, is Standard-Triumph's parts manager in No. Calif., and has been active in all phases of sports car activity, including racing.

The paper's looking fat . . . you'll be driving a new Mercedes soon.

BILL FINEFROCK
San Francisco 9

THANKS FROM N.Y.

Thank you for your very nice treatment of Alec Ulmann's Riverside trouble. I know quite a bit of what he went through and think you handled the situation very nicely. If you have a spare copy, I would like to send it to him over in Europe.

NAME WITHHELD BY REQUEST
New York City

P.S.: How come you mentioned an eastern driver like O'Shea on your front page or is he OK because he has moved West?

ECONOMY CAR NEWS

By MARGUERITE COOK
MOTORACING Staff Writer

Things being the way they are these days in import circles, we like to repeat a sage comment attributed to **Joe Steele**, owner of **Kent Chevrolet** in Arcadia: "Never worry about the future. The U.S. is growing so fast with more people becoming old enough to drive automobiles that increased sales are a natural."

We suppose we should couple that with the following anecdote attributed to a **Frances Benson**. A wealthy man wheeled his large chrome-heavy sedan into a parking space only to discover he had no change for the parking meter. Farther up the block, however, he noted a vacant spot with a few minutes still left on the meter so he quickly pulled into it. As he stepped out, a boy behind him said to another youngster: "See. That's how you get to own big cars."

Now to get down to the news: There are 3 interesting new cars to report. The Peugeot 404, a direct descendant of the smooth-lined 403, is about to make its American debut after extensive testing in the European market. The five-passenger 4-cylinder offering has a completely restyled body (Pininfarina), a more powerful engine, a modified transmission, easier steering and coil springs on all 4 wheels. It is an addition and not a replacement for the 403.

Of equal interest in the **Renault Gordini**, described as a "new and more powerful economy car," to be introduced this spring, as part of the **Renault** effort to recoup ground lost to **VW** last year.

The Gordini, with the same body lines of the Dauphine, is being placed in the price range ($1785) previously reserved for the latter. In the Renault reshuffle, the Dauphine is to sell on the West Coast at $1595 and the Renault 4CV, bless its peasant heart, at $1225.

Maurice Bosquet, president and gen. mgr. of Renault, Inc., quite frankly states that the Dauphine is being repriced not only to get at a suspected untapped market at this new price level, and also to be in position to meet competition from the domestic produced economy cars still to come.

Note: A new rumor we've come across says that **Ford's Cardinal** may be tested as a **Taunus** in Canada.

The Renault Gordini will have a 40hp engine, 4-speed gearbox, seats with adjustable backs, and luxury interiors.

The other new car in the news is a 2-door sportscoupe model of Dodge's new Lancer. Already in production, this addition to the 770 series has an unusual 2-tone color exterior treatment, and a color-coordinated interior of nylon and vinyl.

We never have space in this column for accessories, new processes, or 3-wheeled vehicles, but this issue we're going to make it: A Philadelphia garage has found a 3-wheeled truckster the answer to the need of a low-cost vehicle for road service calls. The unit has a tarp and bow covering on its pick-up hopper (people always need emergency repairs in the rain) and is manufactured by **Cushman Mtrs.**, Lincoln, Neb.

European Motor Products, Inc., Riverside, Calif., is planning to distribute a new oil and grease additive for VW and other small car owners. The new product, Molykote Fluid Concentrate, utilizes molybdenum disulfide, and is packaged in 2-oz. plastic tubes. Tubes contain the exact amount for adding to either crankcase or transmission of a VW.

Redi-Spare, an instant flat fixer—it allows you to fix a flat without engaging in any strenuous activity —that's what the blurb says—is to be introduced at the **Auto Accessories Mfgrs.** show at the Coliseum in New York, Jan. 30-Feb. 2. The new compound, butyl latex liquid and compressed air in an aerosol type container, seals the puncture and inflates the tire at the same time. Patent is held by **Consolidated Research and Mfg. Co.**

Seat covers nowadays are being made at the rate of about 1250 per day of clear plastics, fibers, woven plastics and jetspun, the Atlas Spe-

(Continued on Page 7)

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• Vignettes

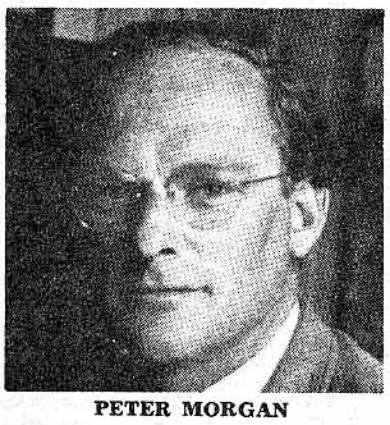
BY GUS V. VIGNOLLE

MICHELMORE QUITS RACING; RIVERSIDE RACES FEB. 25-26

(Continued from Page 1)

Morgan Motor Co., and son of the founder. He will be guest on a tour planned for Feb. 19 by the Morgan Plus 4 Club. Morgan is quite active in racing and rallying in Britain and the Continent. Rene is lining up a press confab here before the Briton leaves for SF and then entrains for N.Y. . . . **Ted Davis** of the Grand Prix bistro leaves his mixologist duties Feb. 13 to become a psychologist on **Art Linkletter's** coast-to-coast House Party TV show (KNXT, Ch. 2, CBS, 1:30 p.m.) . . . **Jose Manuel Zaragoza,** the ace writer for the Mexico City sports daily, LA AFICION, raised a question over the racing committee's banning photographers from practice for the recent big Form. Jr. race at the Autodrome. Por que?

Castrol has put out a terrific illustrated 50-page booklet for the motor sport enthusiast on racing, rallying and cycling achievements around the world. It's free. Write to **Marty Donahue,** at Castrol, 1255 Post St., San Francisco 9, for your free copy. . . . Errata: the caption here saying a Corvette mill powered Old Yeller III (which **Bob Drake drove** at Pomona) should have stated Buick. . . . **Sam Hanks** says there's nothing at present to talk about a new Indy of the west springing up in the LA area. Poop was for a big 500-miler on Labor Day. . . . Everyone wants to know what the 1961 Cal Club slate is, but officers say no announcement is made for fear of the LA SCCA pirating courses and dates. . . .



PETER MORGAN

RENE PELLANDINI

Cal Club Tries Handicap Races

D. D. Michelmore, Cal Club prexy, Reseda Porsche dealer and prominent Porsche pilot, has quit racing after hanging up an enviable record. His 1st race was at Pomona in 1957. His 1st win was at Pomona in '58 in a Porsche Carrera, and his last win was at Pomona of a recent Sat. The next day was his finale when his Porsche engine blew. He won over 200 trophies and raced locally and over circuits in Salt Lake, El Paso and Hawaii. In '58 he was voted Most Popular Driver of the Year at MOTORACING's annual awards. . . . The Cal Club's next races will be at Riverside Feb. 25-26 — 3 one-hour handicap events for big and small productions and all the modifieds. Something new — and it should be interesting. They have to try something new around here boost the sagging crowds. New CSCC officers will be announced and 1960 awards will be made at the club's banquet Feb. 10 at Glenaire Country Club, Sherman Oaks. Grog starts pouring at 7:30. . . .

Ferrari Draws Raves at Premiere

Praise was tremendous on Feb. 3 at the Crystal room of the Beverly Hills Hotel for the new Ferrari Granturismo Coupe Pininfarina 2 Plus 2. **Eleanor von Neumann** of Ferrari Representatives of Calif. had a big discriminating audience on hand for the premiere. It's a smasher. More dope and photos on this later. . . . **Meyera Buchanan** reports Ford is really going all-out for the upcoming Economy Run (they hint it'll be to Chicago this year). Meyera had quit the team, but is now back in the fold again. Eyebrows raised at a recent Ford meet over the presence of **Bob Bondurant,** the well-known Corvette racing piloto. . . . They say chances are 99 out of 100 that the LA Examiner-Herald Express will not sponsor a Grand Prix this spring. The past 2 were held at Pomona and Riverside. . . .

New Title Sought for 'Boy Wonder'

The press agent (or agents) of **Bob Petersen** of Petersen Publishing is seeking a new handle for the client. The old "Boy Wonder" line is wearing thin, since you don't get younger with the passage of tiempo. How about "the oldest Boy Wonder in the publishing biz"? . . . **Wes Dawn,** the race photog who is working for U. Sam, has been transferred to Alaska, where he's "shooting" Eskimos and polar bears, according to **Peter Brock.** . . . **Reginald S. Smith** has taken umbrage over our snide reference to Sebring as being a "hole in the earth." He says it's pretty flat country, no holes, no hills. Come now, Reggie, you're not really serious. . . . More later on the financial situation of the recent US Grand Prix at Riverside. No space right now. . . . We don't blame Glendale's **Hal Moody** for celebrating last week after Panhards took the 1st 3 places in the Monte Carlo, the world's most famous rally. The 3 French cars were equipped with Michelin X tires. And they busted through the snow in the French Alps (see front cover photo) without benefit of chains or snow tires. Cars had the Michelin X Stop Tread. Hal, of course, is the big Michelin X tire chieftain here in Glendale. . . .

Porsche Optimistic On Future U.S. Sales

"Contrary to some indications that the automotive field is reaching the saturation point, Porsche is looking to 1961 and the years ahead with great optimism," commented O. Erich Filius, vice-president of Porsche of America Corp., in reviewing the 1960 performance record of the famous German auto maker. Americans alone purchased 38% of Porsche's sports car production last year, helping to provide the West German company with record sales and once again making the U.S. Porsche's biggest export market.

"Global demand for Porsche cars," noted Filius, "again outran supply by far, despite a 10% boost in production." Porsche exported 68% of its automobile production in 1960. At the same time that unit sales have soared, gross sales were at the record level of $25.7 million by year's end, up $4.3 million over the previous year.

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PRESIDENTE LOPEZ MATEOS of Mexico warmly congratulated young Ricardo Rodriguez, left, when he won the feature Formula Jr. race and 3 other events at the Autodrome in Mexico City recently. From left: Ricardo, unidentified official, El Presidente and Ricardo's older racing brother, Pedro Jr. (Photo by Manuel Otumba)

Palm Springs Race Won By Jim Hall

(Photos on Page 1)

By JOE SCALZO
MOTORACING Staff Writer

PALM SPRINGS, Calif., Jan. 22—Two Texans a long way from home, Jim Hall and Ronnie Hissom, gave ample demonstrations of their driving abilities today by capturing the 1-2 positions, respectively, in the LA SCCA's 15-lap main event for modifieds here as they swept home 38 seconds apart. Hall drove a 2.5 Cooper Monaco, and Hissom was in Hap Sharp's late-model Ferrari TR.

Hall, Dallas, averaged 77.2mph for the 33-mi. event in 25:38 while decisioning Midland's Hissom, who crossed the line just one sec. up on Chuck Sargent, Modesto, in the former Krause Maser Birdcage. Eric Hauser, in the Lioncage - Hulette Special was 4th, 50 sec. out, and Jack McAfee was 5th with an RSK, 8 sec. behind Hauser.

Three thousand paid spectators were present.

Easy for Hall

Hall's Monaco housed the 2.5 Climax mill that had placed him 7th at Riverside in the GP. After the 1st lap of the short Sat. event, where, in 2nd position he had stayed right with the leader, Eric Hauser, and refused to be pulled down the backstraight by the 5.7-liter Corvette engine, finally out-braking Eric at turn 7 to take the lead—and the win—it seemed certain that nothing was going to stop him Sunday. Also interesting was Sharp's fine 3rd in his Monaco, powered by an old 2-liter Maser. Hissom in the Ferrari was 7th Sat.

Today, with Hauser, Hall and Sharp in the front row, Hauser used all the torque of the Lioncage—now running Don Hulette's Corvette mill—but Hall, the gray Cooper storming, was even with him all the way to turn 1, and took the lead as the field went into the left-hander. Hauser stayed 2nd, Lew Spencer, clear from the back of the pack, 3rd in the Devin Corvette, and Sharp, McAfee, Sargent and Scooter Patrick's Porsche next up the backstraight, with Spencer closing on Hauser, and Patrick almost nipping by the Birdcage as they hit the fast right-hand jog in the middle of the straight.

Sargent Spins

By the pits the 1st time and Hall led by 2 sec. Spencer had passed Hauser, who now lay 3rd and was being chased by Sharp's Cooper-Maser. A tight duel between Sargent's 'Cage, McAfee and Patrick, waged behind, with Hissom's Ferrari also coming up to join in the fight, a fight that was truly broken up when Sargent, still not as used to the 'Cage as he was to his old Maserati-Corvette, lost the 'Cage going near 120 on the backstraight and looped wildly to the left of the course, then back across it—right in front of McAfee, et. al.—and ended up in a wild dust cloud off course, shaken, but still determined, as he re-entered the race 9th.

Up in the lead, Hall pulled out another 2 sec. on Spencer who was still 2nd by lap 3, Hauser 3rd and Sharp, closing up on him remorselessly, next. Patrick, McAfee, and Hissom were continuing their duel behind the 4 leaders.

Lap 4 brought plenty of changes. Spencer, apparently the man having the best chance to catch Hall, retired with ignition trouble. Hall then had 10 seconds on the now-2nd Hauser. Then, Hissom, moving determinedly up with the leaders, passed McAfee in the Porsche down the front straight, and got by Patrick into turn 1. Patrick and McAfee had contact at 1, McAfee luckily only incurring body damage but Scooter received suspension trouble that was to slow him for the rest of the race. And Chuck Sargent, throwing the 'Cage around, moved to 7th place on the pit stop of Steve Herrick (RS-60) and the spin of Bat Masterson's Kurtis.

Lap 5 — more changes. Sharp in the Monaco, its 2-liter engine running well, passed Hauser for 2nd at turn 7, and with Hissom in 4th, 3 Texans were in the 1st 4 places, Hissom about 15 seconds behind Hauser.

Hall clicked off the race's fastest lap on the next turn, a 1:37.8 for the 2 miles, gained 2 seconds on Sharp, and then slackened his pace slightly for the rest of the go. In the 9 laps that followed, Sharp, almost as popular a driver in Texas as Hall is, moved to within 3 sec. of Hall's Cooper, but with just 2 laps to go, pulled the Monaco off course at turn 2, the engine blown.

Hauser, whose car had thrown a tread (shades of Las Vegas) on the 10th lap, had to back off considerably, and the smooth-driving Hissom moved by him on the backstraight on the 13th lap to go into 2nd. Then Sargent, who had been frying the track to get back into competition, moving by Patrick on the 8th lap, then getting by the 5th place McAfee on the 9th lap, and really closing on Hissom, only a second behind by the 12th lap, moved by Hauser.

With 1 lap to go, he also got by Hissom at turn 1, but going too fast, went off into the dirt, scattered flagmen, and lost 2nd to Hissom by 1 second, though still 39 seconds behind Hall, whose beautiful driving was the complete tale of the main. The Palm Springs win was the 1st in California for one of the country's top drivers. Others are certain to come.

Small Mods

Frank Monise was the winner both days in the G-H-I contest. Monise and his new Lotus XI moved to the lead, passing Art Snyder's Lola on the last turn of the 1st lap, today, and were uncontested as they pulled to a 40-sec. win in the 15-lap mod. race.

"San Fernando" John Timanus pulled into the lead today at the start as he had done Sat., and at

(Continued on Page 4)

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Greenblat Named To Contest Board Post

SAN FRANCISCO, Feb. 2—Sandy Greenblat, Tiburon, has been elected SF SCCA chairman of the regional contest board. F. Charles (Andy) Anderson, San Carlos, was elected chief starter for 1961, but resigned. Former assistant starter Jack Chisum, Daly City, will take his place, while former chief steward and starter John Luce will be assistant starter.

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PALM SPRINGS

(Continued from Page 3)

the finish, after Art Snyder had dropped from 2nd place with shift-linkage trouble, he placed a fine 2nd, driving one of his best races. John Webb in the former Randy Cowherd Lotus was 3rd, with Dr. Wm. Molle, out for his 1st G ride 4th in his new Lotus. Snyder picked up a 5th overall, followed by Pete Brock's Lotus. Dr. Chet Burgraff, in the former Harry Jones Lotus-Fiat, won the class H award as he had done Sat.

Formula Jr.

Fifth-place finisher in the main, McAfee, in Harry Jones' new Lotus Jr., won the Jr. go, averaging 74mph. Bruce Kessler, Burns Lotus Junior, took 2nd in his 1st local start since '59. Hap Sharp, in a rather-poor running Cooper BMC was 3rd.

Ed Fruetel, out for his 1st race in his new 1500cc Cooper (actually a Formula I car by the new Formula), finished 4th, after coming back from an early spin at turn 5, and was turning faster laps than the leaders in his climb back to the front.

Krause, yesterday's winner in a Lotus Jr., finished a far back 7th overall after pushing his car across the line when gearbox trouble set in.

Corvettes

Dave MacDonald, one of the fastest drivers around, won the Corvette race both days, today beating out Buford Lane in the Washburn Chevy, and Doug Hooper in his own Corvette. MacDonald, more than a match for anyone else on the course, was leading by 50 yards after his 1st lap. Pete Culkin, the "drivingest" SL driver in the West, finished 4th today, 51 sec. behind after the 10 laps.

Women

Paula Murphy and Betty Shutes, both in Porsches (Paula in a Scooter Patrick car and Betty in her own RSK), once again squared off as they had done at Pomona. Paula won Sat. Betty showed she has a fast car (and her driving was fast, too), won Sun. by 2sec. for 8 laps. She averaged 69mph, 2mph faster than the Corvettes. Joan Galloway, Timanus Lotus, was 3rd, after making a pit stop on the next to last lap, losing 2 positions, then roaring back into 3rd.

Follmer Winner

George Follmer, Porsche super, was 3 seconds ahead of Troy Clem's Elva Courier at the finish of the med. prod. race. Follmer led the entire race. Finishing 5 sec. behind 2nd place was No. Calif.'s Alson Brizard, Lotus Elite. Fourth was taken by Joe Catron, Porsche, with Steve Dredge, after dropping all the way to 15th following a spin, 5th. Tom Milana, Alfa Romeo, after running 3rd for almost the entire race, had a flat tire in the late laps, and struggled in 34th place.

Novice

West Covina's Ralph Morris, Corvette, won the novice race both days, with Fred Ives, driving Eric Hauser's car, taking 2nd, and J. P. Talbert in the former-Becker Corvette Mercedes 3rd.

The weekend of races was marred by the death of Bill Rudd's business partner, Russ Utterberg, 46, of Fullerton, who suffered a heart at-

(Continued on Page 7)

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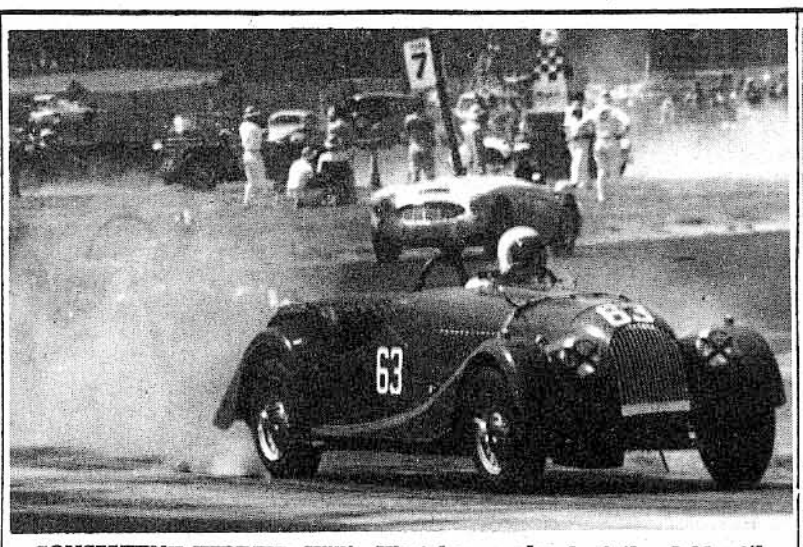

CONSISTENT WINNER Willie West booms ahead of the field with Morgan Plus 4 in recent So. Calif. race. He has added the Morgan line to his imported car dealership in Oceanside, Calif., and will race the car in class E during 1961. (MOTORACING photo by Bill Norcross)

The fruit we pluck in eternity spring from the seed we sow in time.

Men do less than they ought to do unless they do all they can.
— Carlyle

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PLUGS and POINTS...

By JOE SCALZO

Those TV Clowns Really Botch-Up Programs Dealing With Races

ALTHOUGH IT IS HARD TO IMAGINE how the television series "Route 66" could have done a worse job on their episode dealing with sports car racing a few weeks ago, at least we can be thankful that all the "drivers" in the hour-long program made it through practice and the "race" without being killed in any fiery, end-for-end crashes after being run off the road by their fellow "competitors". And then too, gratefulness can be expressed that the hero did not win his 1st race in a Formula I car, although, gee, maybe if the oil hadn't started squirting out of his oil pressure gauge, he might have.

We have heard rumors that all the Corvette drivers in the Southland are making pilgrimages to Riverside Raceway with their street machines to see if they, too, can turn a 2:19 from a standing start. We hear they aren't having too much luck, but maybe that's because they aren't using cold enough plugs — as the hero in "The Quick and the Dead" did — or maybe it's because they aren't going around the course in the wrong direction, another feat the hero achieved.

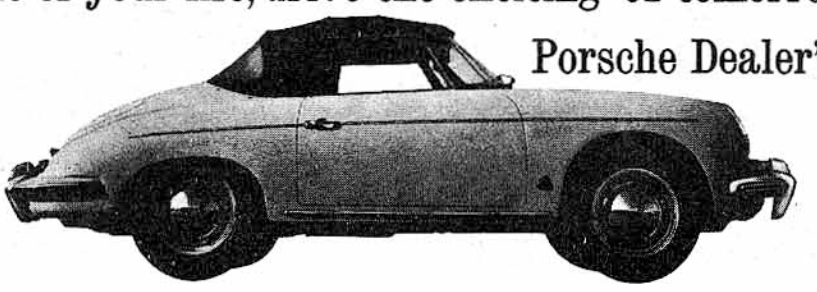
The Formula I drivers, Moss, Gurney, Salvadori, and all the others are worried. Didn't an unknown Corvette driver turn a 1:58 lap from a standing start in his first time in a Formula car? We understand that Fangio is coming out of retirement to try to duplicate this fantastic effort.

Almost unfortunately, there WERE scenes in "The Quick and the Dead" that were enjoyable. The brief sequence of film at the start showing the Mercedes "Silver Arrows"; the footage of the start of the Formula I race last October; and the short shot of **Billy Krause** in the Lotus and **Walt Hansgen** in a Cooper Jr. going around turn 6 were the real thing — it's just too bad that scenes such as these weren't used more often.

Actually the racing shots that were filmed out at Riverside for the program weren't too bad either, although **Ted Boyington** from the Dolphin factory in El Cajon said, "They didn't use any of the really good shots we made out there." **Boyington, Don Maslin, Jay Gould,** and **Bud Hull** were driving the cars used in the filmings — **Ken Miles'** Dolphin, **Gould's** Stanguellini, and the **Krause** Lotus and Stang. That was Hull in the Dolphin when the camera took a close-up of the foreign "villian" who was giving the hero the most trouble in the GP.

There was one thing that we felt made watching "The Quick and the Dead" not a complete waste. This was when the star came into the pits after supposedly driving a Formula machine for the 1st time. Now we, of course, have never ridden in a Formula car, let alone driven one, but what he said really seemed to describe what it would be like. Asked

(Continued on Page 7)

if you were the new Formula II Champ!
(For the time of your life, drive the exciting '61 tomorrow at your Porsche Dealer's.)


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Race Workers, Read This!

DENVER, Feb. 2 — A Workman's Compensation claim filed by a volunteer flagman injured at Continental Divide Raceways has been denied by the State of Colorado.

So far as officials of Continental Divide Raceways know, this is the 1st decision in a case of this sort in the U.S., and it may set a precedent for other such cases.

At least, it will make organizers of auto sports events — including rallies on public highways — as well as their volunteer officials and check point crews — do a lot of thinking.

The claimant, Robert T. Ramsey, was serving as a member of a volunteer flag crew at the inaugural sports car races at the Raceways Aug. 8, 1959. He was injured when hit by a race car that left the course at the curve where he was stationed.

Ramsey was covered by the track's regular medical insurance, but filed a state Workmen's Compensation claim against the sponsoring Denver Sports Car Club, of which he was a member, and the Raceways for permanent disability and medical benefits.

On Jan. 24, Referee Thomas E. Kelly of the Industrial Commission of Colorado ruled that Ramsey's case be "dismissed and denied."

The release did not give the reason for the denial, but Workmen's Compensation is generally granted to paid workers injured on the job. Ramsey was an amateur club member, volunteering his help for free.

Long Beach MG Club Elects Sander Prexy

LONG BEACH, Calif., Feb. 2 — The Long Beach MG Club, So. Calif. Centre of the MG Car Club, has elected and installed new officers for 1961. President is Fred Sander, who served in the same capacity in 1957 and 1958 when the club received the Nuffield Award as the outstanding centre in the US.

Other offcers: Mel Fisher, vice-president; Al Allee, executive and recording secretary; Jack Duncan, treasurer. Other board members (retained) include Don Simpson, trophy chairman; C. J. Neal, property chairman, and Merle Stanfield, assistant flag marshal. New members: Jim Honoter, Sam Kreidel and Bill Winger.

NEW WOMEN'S Sports Car Club (LA) Prexy Kitty Landray, left, and Bev Ritch, banquet chairman, give pointers on their dinner-dance installation to guest of honor Steve McQueen, TV Western actor and erstwhile Porsche pilot. (Foto Treichler)

FAST DRAGSTER

TAMPA, Fla., Jan. 22—Don Garlits, a local boy, broke the world's drag-race record here today with a speed of 189.86mph.

Major Northwest Races For 1961

INT'L. CONFERENCE OF NW SPORTS CAR CLUBS

Date:	Course:	Location:	Sponsoring Club:
April 9	Westwood	B.C.	SCC of British Col.
April 30	Pacific	Kent, Wn.	Puget Sound SCC (Seattle)
May 28	Westwood	B.C.	SCC of British Col.
June 11	Vanport	Portland	Cascade SCC (Portland)
June 25	Pacific	Kent	I.C.N.S.C.C. (Joint event)
Aug. 20	Pacific	Kent	Puget Sound SCC
Sept. 3	Westwood	B.C.	SCC of British Col.
Oct. 1	Pacific	Kent	Cascade SCC
	OTHER MAJOR RACES		
May 21	Shelton	Shelton	NW Region SCCA
June 4	Maryhill	Goldendale	NW Region SCCA (Hillclb.)
July 29-30 (Seafair)	Pacific	Kent	Puget Sound SCC
Sept. 17 (NWGP)	Pacific	Kent	Puget Sound SCC

N.Y. SPORTS CAR SHOW

NEW YORK, N.Y., Feb. 2—Some 28 US makes and more than 29 imports are expected to be on display at the 1st national sports car show, Feb. 10-13 at the Statler-Hilton hotel here.

The show, being held in conjunction with the annual SCCA national convention, will feature both out and out racing models and the to and from station versions of sports cars of every make and nation.

It will mark the 1st time that many of the competition cars on display will be seen by the general public. There will be twice daily showings of films featuring automotive events from all over the world.

Detroit and European manufacturers. in this "wait-and-see-year" will also be watching spectator reaction for market trends and strategy.

"Someone stole Al Cooper's new sports car, and police suspect a well-known pickpocket." — Earl Wilson.

BINFORD RE-ELECTED

INDIANAPOLIS, Feb. 2—Thomas W. Binford has been re-elected USAC president for the 4th straight year.

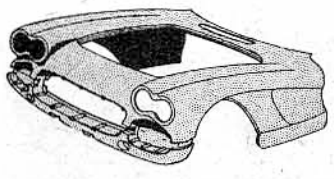
Bob Estes, Inglewood, who has resigned as car owner representative on the board, was elected an at-large director and Western vice-president. He replaces Gordon Betz, Beverly Hills, who resigned because of business reasons.

Henry Banks director of competition and Walter Gladson, assistant director of competition, also were re-elected.

USAC reported a 1960 operating profit of about $14,000.

Western area competition chairman is Estes.

Corvette Body Parts



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Rally Results and Calendar

PORSCHE OWNERS CLUB CALUROPA I JANUARY 15 WALT GLASSETT RALLYMASTER 52 CARS

POS. DRIVER	NAVIGATOR	CAR	ERROR
MEMBERS			
1. Howard Knox	H. T. Knox	Porsche	100
2. Howard Beckwith	Jay Bauer	Porsche	152
3. Bill Dreiss	Jane Dreiss	Porsche	154
4. W. E. Guldner	Nellie Guldner	Porsche	165
GUESTS			
1. Norman Dell-Imagine	Doris Dell-Imagine	Porsche	40
2. Hubert Priddy	Sevilla Priddy	190 SL	232

THE RALLYMASTERS MARK III JANUARY 29 BILL CHESTER R. M. SCCSCC CHAMP. 79 CARS

POS. DRIVER	NAVIGATOR	CLUB	STATE	ERROR
1. Harold Schell	Barbara Schell	BARM	D15 N15	18.63
2. Dick Coulter	Ron Going	C.A.R.	D14 N14	23.64
3. Hugh James	Baron Dickey	BARM	D13 N13	24.79
4. Bob Grier	Jack Rabell	SDSCC		25.13
5. Mel DeLoof	Juanita DeLoof	SWSCC		26.15
6. Robert Cook	David Davis	TRI-ANGLES	D10 N10	27.21
7. Virginia Thomas	Bill Thomas	CLOCK & DIAL	D 9 N 9	30.57
8. Rod Stoik	Eugene Martin	GFCCA	D 8 N 8	32.20
9. Bill Alexander	Chuck Rogers	C.A.R.	D 7 N 7	34.19
10. John Ryan	Jim Coyle	TRI-ANGLES	N 6	35.27
11. Elmer Callen	Peggy Callen	TROC		35.98
12. Betty Enoch	C. K. Enoch	NRSCC		38.86
13. Ralph Quam	Tom Lawton	LSCC		40.24
14. Al Hicks	Isobel Haas	LSCC		40.25
15. Duane Sparks	Jerrie Sparks	C.A.R.	D 1 N 1	41.18
16. Willie Johnson	Don Powell	BARM	N 0	41.44
17. L. Brkich	Frank Reiley	SBFCCA		44.88
18. Lloyd Johnson	J. W. Greenlaw	TRI-ANGLES	D O N O	46.33
19. S. Zolonz	E. Frith	PSCC		46.85
20. M. Boyd	R. Keyes	PCA		47.49
21. Fred Behringer	Norma Behringer	BARM	D O N o	49.52
22. Wayne Brown	Al Rosenheck	NRSCC		50.73
23. Mike Goodwin	R. Peterson	C.A.R.		51.57
24. L. M. Bub	Lois Bub	TROC		52.03
25. B. Lupcho	F. Halberg	-O-		53.61

RALLIES

february

3 - - - C. A. R. FIRST FRIDAY NIGHTER IX 8 P.M. Hody's, Ventura & Sepulveda, simple 2½ hrs. $2. Paul Rendahl, rallymaster, 3 classes. DI 8-2788

12 - - - SOUTHERN CALIF. M G CLUB STRICTLY CRICKET, an SCCSCC Council open event.

26 - - - ASTRO SCC ATLAS RALLY III, THE SCCSCC Championship navigational event for February, 7 A.M. Convair-Astronautics plant parking lot Hwy 395 2 miles north of Hwy 80 in San Diego, 175 miles, 7 hours, 2 classes, $5. Bill Rector, R.M. For entries & info Dave Stephens, 9856 Dale Ave., Spring Valley, Calif.

SF Rally Position

SAN FRANCISCO, Feb. 2 — Al Freudenberg Jr., of Vallejo, has been appointed rally director for SF region of SCCA. Freudenberg, an active rally, race and autocross competitor, has requested that the region's national Golden West rally be postponed from May 20-21 to Sept. 9-10. Approval of the date is

In Phoenix . . . .
VOLKSWAGEN—PORSCHE
SALES & SERVICE
MORGENSEN MOTORS
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• JAGUAR
• TRIUMPH TR-3
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• RENAULT
• AUSTIN-HEALEY
• BORGWARD
• HILLMAN
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• MG
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36 months to pay
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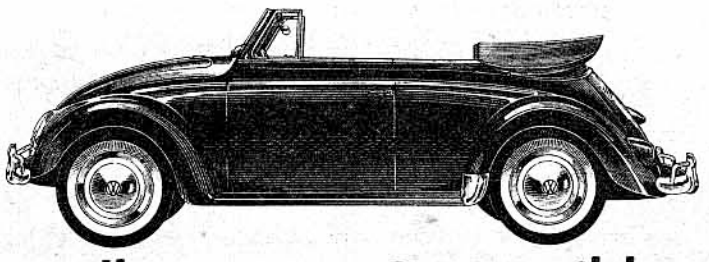
3451 FIRESTONE
LOraine 7-2161
South Gate, California



Volkswagen Convertible
(an air-tight case for owning an open-air car)

The top of the Volkswagen Convertible is like no other. It is air-tight and water-tight because it *overlaps* the windshield frame. It has a real glass rear window and is completely lined and padded — no struts or crossbars show.

The VW Convertible shares every mechanical virtue of the sedans. The air-cooled rear engine can't freeze or overheat. No anti-freeze needed. All wheels are individually suspended with torsion bars (uncanny control over the roughest roads). You get 32 mpg — regular driving, regular gas. You can go 70 mph all day and park where others can't fit. The best way to get the feel of a Volkswagen Convertible is to slip behind the wheel and drive one. Come in and do it . . . this week.

41 Dealers in Southern California

AUTHORIZED DEALER

SLALOM COLUMN

By DENNIS McCOSH

The 1st slalom for 1961 was put on by ROCA at the Radioplane parking lot in Van Nuys. It attracted 128 entries even though Orange County SCC had a club slalom on the same day. Many people went to both events in spite of the fact that the OCSCC event was not publicized.

The ROCA event was an interesting tralom-type event with a couple of very tight turns—at least for a Jag or Corvette. The event was well run but was a bit too short, mainly due to the limited lot size. Mal Doherty (GFCCA) in his Austin-Healey turned the fastest time for the event.

The OCSCC event was longer but made very poor use of the lot they used. Organization was good as usual, but due to a late start (12:30 p.m.), it was dark before all who came could run. This is no criticism of the club, since they had intended their event to be for local clubs only. Lee Kelso (PSCC) achieved the top time for the event in his NSU Prinz.

The ROCA trophy winners:

CLASS A:		
R. Goin	1:10.22	CCT
D. Clark	1:11.45	PSCC
CLASS B:		
B. Barmore	1:13.11	SCMG
CLASS C:		
B. Huston	1:08.36	RAM
S. Deluca	1:09.95	——
W. Fitze	1:09.96	SCCA
CLASS D:		
L. St. Martin	1:12.49	RAM
R. Scott	1:12.68	VCSCC
CLASS E:		
M. Doherty	1:08.60	GFCCA
W. Lister	1:09.09	PSCC
CLASS F:		
F. Riddle	1:11.72	CSC
CLASS G:		
L. Kelso	1:12.87	PSCC
C. Christopherson	1:12.97	——
CLASS HU:		
W. Matney	1:11.45	Challengers

(Continued on Page 7)

Rally Sparks

BY DUANE SPARKS

Non-racing sports car activities are off to a running start for 1961, following a most successful 1960 awards dinner last Saturday which saw the large banquet room at the King's X filled to overflowing by trophy winners and their cohorts. With slalom awards and State and SCCSCC rally trophies being distributed, what was planned as a quick early dinner and an early-to-bed evening turned out to be quite an affair.

The reason for the early-to-bed planning was the activity scheduled for the following day — the Rally Masters MARK III — our Jan. SCCSCC Championship navigational event. Advance billing had described it as a challenge of the more intricate type, and this approach seemed to act as a magnet for the highly skilled navigational warriors from the northern side of the mountain, for they turned out in force and walked away with most of the honors when scores were computed.

The rally itself was a good, tough but cleanly-conceived and executed event which did extend every competing team to its utmost as the size of the errors indicate. Rallymaster BILL CHESTER did have regard for the nerves and tempers of his customers, though, and he showed compassion to the extent that while there were innumerable opportunities to accumulate small errors, the course was prepared in such a manner that the rallyist many times was back on course without ever knowing he had erred.

The old custom of posting true times after each check point was revived, presumably as another gesture to encourage the struggling contestant. Sometimes it worked out that way, but more often it seemed that the posted true times were deliberately distorted by a couple of minutes or so, because we just "knew" we had navigated a leg correctly, only to come in right on our calculated time and then check against the posted times to reveal when we were patiently led back a discrepancy. Not until the finish, through the whole thing, did it dawn upon us that we had been navigating correctly all right but too often on the wrong road. Check point operations were excellent, and the club and all those volunteers who assisted in the rally are to be congratulated on a splendid job.

We had 38 people declare the MARK III for State points under the new regulations. Incidentally, these regulations may be modified somewhat, since some of the northern folks want to talk a little more about the matter of number of events to be scored and about penalties for declaring more than a certain number. This will all be settled before the February event, Astro's ATLAS in San Diego on Feb. 26. The grapevine has it that this one will be of an entirely different type, with much more emphasis on enjoyment of the scenery and on having a pleasant week end down San Diego way — a relaxing affair.

ALTMAN GOES EAST

SAN FRANCISCO, Feb. 2 — Regional Executive Ray Altman will represent the San Francisco region at the SCCA national convention in New York City, Feb. 9-13.

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★ RALLY SPARKS — The Pacific Coast Rally Picture . . . By one of Amer-America's Foremost Rally Experts, DUANE SPARKS

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1961 FIAT 1500 OSCA Engine, as new condition 5000 miles, Red with red and black interior. $2995.00. Roy Marsh, 2212 Crescent Dr., Hampton, Va.

MG SPECIAL
Fully Modified — Approved Roll Bar $950 — Bill Watkins, 17442 Lull St., Northridge, Calif. DI 3-1231.

FERRARI Testa Rossa Chassis complete 0748TR. Four races since new. Ready for Corvette installation: $4,450.00. TESTA ROSSA V-12 engine, 317 H.P. 0748TR. Four races total, Zero tine since complete rebuild. New crank, rods, bearings. $3,750.00. Spare crank $350.00. Testa Rossa transmission, perfect $875.00. Burney Russell, 5001 Crown, Fort Worth, Texas.

FM. JR. INTERMECCANICA Mitchell modified Peugeot rear engine, 4 wheel independent suspension, superb construction and finish, new tires, body and paint, concours Zero hrs. since major overhaul engine new Cooper en-route. Contact J. R. Johnston, 2105 Union Central Bldg., Cincinnati (2) Ohio.

CALENDAR

FEBRUARY

9-11—Nat'l SCCA annual meeting, New York City.
11-12—Delta SCCA regional race.
18-19—Florida SCCA regional race.
22-26—Autorama, Hartford, Conn.
24-26—FIA GT cars, Daytona Beach, Fla.
25-26—Calif. Sports Car Club races, Riverside, Calif.

INDIANAPOLIS ROADSTER. Kurtis tube frame, torsion front and rear, body, etc. Ran '55 to '58. Franklin Eisenzoph, 6110 S. N. Cape Road, Hales Corners, Wisconsin, Ph. Milwaukee, GA 5-0450.

ALFA PARTS FOR SALE. Rollbar, 2 sets cams, pistons & sleeves, one Borrani wheel & tire. Also Glass Hardtop for XK 140 Jaguar Roadster. Bruce Augustus, 811 Ormond Ct., San Diego 8, Cal. Phone HU 8-1624.

SPORTS CARS

FERRARI

1958 V-12 TESTA ROSSA No. 0718 2 Short Races since major engine overhaul. Complete new rear-end just installed. Never wrecked. Fresh and ready to race. Some spares including wheels and rubber. New car on way. Must Sacrifice Quick for just $6500.00 TRADES CONSIDERED — TERMS POSSIBLE. GORDIE GLYER, c/o INTERNATIONAL SPORTS CARS, 1841 El Camino Ave., Sacramento, Calif.

SACRIFICE

Cooper with Porsche RS 1498cc rebuilt engine. Entire car just redone. Has nearly everything, handles fine. Beautifully constructed last year at over $6000 cost. Would rather sell at $3200 than wait. Trades O. K. LESLIE MOTORS, 999 Del Monte, Monterey, Calif. FR 3-1033.

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Consistent trophy winner. 2nd place SCCA and CSCC championships 1960.
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FR 6-4449

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Fastest in Northwest. Conference Champion 1960. Light weight speedster body, oversize brakes, vented backing plates, mag wheels, hill climb gears, factory roll bar, V drive distributors, 12 Volt system, Weber Carbs, 6000 miles. $4250. Trades Open. Will deliver West Coast. Bob Yeakel, 15605 1st Ave. S., Seattle, 88, Wash. CH 3-5757.

COOPER MONACO. New with Jack Brabham's personally tuned Riverside 2000 Climax. Ricard P. Hogue, 3245 Pope Ave., Sacramento 21, Cal.

MORE FUN FOR YOUR MONEY! MG Special. Ex - Barlow - Simca. Ready to race. Car has been a consistent class winner & has chalked up several over-all wins. With minor modifications would be a real Formula Jr. threat. Owner leaving country. Will sacrifice car, trailer and spares. Complete for only $1500. Write: "Doc" Hoppe, 6210 Honolulu Ave., LaCrescenta, Calif., or telephone CH 5-1579.

MERCURY '52 Monterey, ¾ race engine. O.D. transmission. All bored, high compression. Only 10,000 miles on engine. $450. CR 5-4689 Sat.
CHEV. '57 Bell Air Conv., Radio and heater, full power. McCull supercharger, Engle cam. Hedman headers, hydro. stick trans., chrome engine, Traction master competition shocks, Firestone 500 Nylon tires, Buick grill, new Sierra gold paint (25 hand-rubbed coats). New top with chrome mech. Over $4500 invested. Make offer. 23429 Stagg St., Canoga Park. DI 0-2838.

MGA Twin cam special series. Mid '59 model. Sports racing engine. Exceptional condition. Private party must sell. L.A. area. NE 6-4395 a.m.; NE 1-1202 p.m.

FORMULA III — Tube Frame — Torsion suspension, 12" Hallibrand magnesium wheels. J.A.P. engine. Burman gearbox — Trailer. Tom Higgins, NE 2-7572 (L.A., Calif.)

CAN'T ALWAYS BE RIGHT!
In 1910, an automotive writer predicted that by 1960 road pavement would be made of artificial rubber and automobile tires of iron. — National Automobile Club.
PHILOSOPHY

PLUGS

(Continued from Page 4)

how he felt about the car, he said, "Driving a car like this, you wish you were all by yourself on a road 10,000 miles long, with no other cars, just you." And that rang true.

• • •

AT PALM SPRINGS:

Bob Bondurant, after practice with the **Hagemann** Buick Special—"I knew the car wasn't running right, when, with 5.5 liters, I couldn't even pull **Timanus'** 1.1 Lotus up the backstraight." The **Hagemann** did not run either day because of a blown piston.

Eric Hauser, on various things—**Hap Sharp** . . . "One of America's most under-rated drivers." **Sharp's** 2-liter Maser-Cooper . . . "The fastest 2-liter car I've ever run against." **Lew Spencer's** Devin-Corvette . . . "The fastest Corvette I've ever run against."

• • •

High-point of the weekend — Herbert Lutz's Corvette went off course at turn 1 Sat., and course help went to dig it out of the sand. As they were moving it, they heard noises underneath it. Once they had it moved, they found a coiled sidewinder rattlesnake under it. The hazards of road racing!

• • •

The Texans at Palm Springs . . .

Economy Car News

(Continued from Page 2)

cialty Mfg. Co. tells us. The 1961 production is anticipated to be ¼ over 1960. Reason — more used cars being sold. Too many new compacts were sold in 1960 to make the seat cover manufacturers happy. (We thought even fewer 2nd hand cars were being sold now.)

In the week ending Jan. 21, the only American compact to show an increase in production over the previous week was that of **Chevy's Corvair.** A total of 6100 were produced compared to 5891. Following is a comparison of AMA production figures for 1961 through Jan. 21, with a year ago. Compacts only).

	1961	1960
Ford's Falcon	20,392	33,529
Chevy's Corvair	16,582	25,051
American Motors	12,032	30,379
Pontiac's Tempest	9,477	.....
Oldsmobile's F-85	5,282	.....
Ford's Comet	4,921	.....
Buick Special	4,630	.....
Plymouth Valiant	4,387	.....
Stude.-Packard	3,249	9,826
Dodge's Lancer	1,254	.....

It is interesting to note that the new F-85 is already ahead in production of Ford's fine-lined Comet; and that the new Buick Special is ahead of Valiant. And Chevy's Corvair, off to the slow start a year ago, stablemate, Oldsmobile (16,785). is neck and neck with its GM

SLALOM COLUMN

(Continued from Page 6)

CLASS HO:		
I. Cobb	1:11.19	OCSCC
CLASS I:		
L. Nelson	1:12.92	——
CLASS J:		
B. Huston	1:11.53	RAM
CLASS K:		
T. Kelso	1:14.26	PSCC
ROCA—MOD.:		
D. Lehmann	1:10.60	
STOCK:		
J. Whiteside	1:15.37	
WOMEN:		
J. Lehmann	1:17.00	
TEAM:		
Huston, Hulan McCormack		RAM
HUSBAND & WIFE:		
Hustons		RAM

The SCCSCC Slalom Committee met recently with 9 clubs represented. The new code was presented and yours truly was re-elected chairman.

Jim Hall, after his win, when asked if he will be coming to California again: "If the races are good, we'll come." About his 2.5 Monaco—"Still haven't had time to really learn the car, but it seems to be faster than the Birdcage." Texans calling 2nd place **Ronnie Hissom:** "Mr. 8300" after he pulled in the pits with the tell-tale tach stuck at that figure. **Hap Sharp,** sitting on his car after it went out at turn 2, exchanging forlorn glances with **Jim Hall,** as Hall passed en route to the checker.

• • •

Odds 'n Ends . . . Louis Unser will drive the Corvette-Mercedes in all pro races this year; a broken radius rod dropped him from the main . . . former Sprint car driver **Ralph Morris'** great drive in winning the novice race Sunday, coming back after a spin. . . . **Carroll Shelby** having fun at the Springs in the car that he did all the prototype work on, the Aston Martin DB4. . . . Sunday's races ended at 2:30 . . . funny thing: watching the **William Rogers** Porsche Carrera running in class B with the Corvettes, and having a hard time even staying with the leading class C cars — the SCCA really has this car outclassed . . . during their great duel, **Betty Shutes** and **Paula Murphy** were pulling away from the rest of the field at the rate of 5 seconds a lap . . . former Maserati driver **Dusty Miller** was represented at Palm Springs by his son, **Nels,** who raced the old **Ken Miles** Special in the Formula race.

PALM SPRINGS

(Continued from Page 4)

tack following the Sat. Corvette race in which he finished 12th with his AC Bristol. He was taken to Desert Hospital, where he was pronounced DOA.

SUMMARY
Sunday, Jan. 22
Palm Springs—Course 2.2 Mi.

NOVICE — All Classes—8 laps, 17.6mi., time 16:11, avg. 65.2mph. — 1. Morris, Corvette; 2. Ives, Lioncage-Hulette Special; 3. Talbert, Corvette-Mercedes; 4. Milner, Corvette; 5. Hayes, Austin Healey; Bp—Morris; Bm—Ives; Dp—Hayes; Gm—Runyon Cooper Climax; Gp—Tobin, Alfa Romeo; Ep—Thomas, Triumph; Hm—Delciva, Panhard; Hp—Dickson, Fiat Abarth; Fp—McKellar, Elva.

WOMEN — All Classes—8 laps, 15:14, 69.45mph — 1. Shutes, Porsche RSK; 2. Murphy, Porsche; 3. Galloway, Lotus; 4. Brengle, Cooper; 5. Stadel, Morgan. F—Shutes; G—Galloway; Em—Murphy; Ep—Stadle; C—Baxter, Daimler; Dp—Dochnal, Austin Healey; Hp—Neiland, Datsun.

FORMULA CARS — 10 laps, 17:50, /4.2mph — 1. McAfee, Lotus; 2. Kessler, Lotus; 3. Sharp, Cooper; 4. Freutel, Cooper; 5. McCann, Lotus. Jr.—McAfee; II—Freutel.

PRODUCTION — D, E, F, G, H, I— 10 laps, 20:05, 63.2mph. — 1. Follmer, Porsche Supr; 2. Clem, Elva; 3. Brizard, Lotus; 4. Catron, Porsche; 5. Dredge, Morgan. D—Follmer; E—Clem; F—Catron; G—Schaeffer, Alfa; H—Dobbs, Fiat Abarth.

MODIFIED — G, H, I—15 laps, 27:48, 71.3mph. — 1. Monise, Lotus; 2. Timanus, Lotus; 3. Webb, Lotus; 4. Molle, Lotus; 5. Snyder, Lola. G — Monise; H —Burgraff, Lotus-Fiat.

PRODUCTION — B, C — 10 laps, 19:41, 67.2mph. — 1. MacDonald, Corvette; 2. Lane, Corvette; 3. Hooper, Corvette; 4. Culkin, Mercedes 300 SL; 5. Lutz, Corvette. B—MacDonald; C—Culkin.

MODIFIED — B, C, D, E, F — 15 laps, 33 mi., time 25:38, 77.2mph. — 1. Hall, Cooper 2.5 Monaco; 2. Hissom, 3.0 Ferrari TR; 3. Sargent, Type 61 Maserati; 4. Hauser, Lioncage-Hulette Special; 5. McAfee, Porsche RSK; 6. Patrick, Porsche Adam-Mitchell; 7. Chaffee, Pink Elephant Chevy; 8. Montonen, Porsche RS; 9. Peterson, Maserati 150S; 10. Masterson, Kurtis-Corvette; 11. Herrick, Porsche RS-60; 12. Rogel, Ford Thunderbird; 13. Bird, Maserati Monza. B—Hauser; C—Chaffee; D—Hall; E—Patrick; F—McAfee.

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